



# THE PELICAN POST OF PATRON FOUR FIVE ASSOCIATION



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Al Jansen — President  
Jay Thomas — Vice President  
Ken Cory — Treasurer  
Chuck Caldwell — Secretary/Editor

Newsletter and Roster # 11

April 1993

This edition includes an up-to-date roster.  **All Hands:** If you change your address, please inform the Editor. The Post Office will not forward the newsletter because it is sent third class. Address corrections from the Post Office cost us \$.35 each, and a re-mail of the newsletter at first class rates costs the Association another \$.52 to \$.75. Your cooperation and consideration will be very much appreciated.

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## PRESIDENT'S MESSAGE

### Al Sez . . .

Since this is my first venture into the world of Association leadership, I thought it would be a good idea to keep it brief and businesslike, and so I shall. While it didn't start off well, I finally managed to track down "Corney" Cornelious in Las Vegas, our point man for the next reunion. At the same time I found out we had another member living in the area who has recently been involved in a reunion with another group, so we'll have numbers and experience to help us in this affair. For those members who plan on visiting Las Vegas in '94 prior to our planned function in October, we'll try to have as much local information available via Corney as we can. We would also appreciate knowing of any volunteers who plan on being in or near Vegas to help Corney during the planning and execution phase of our '94 meeting.

In another view, I have been advised by our Treasurer, Ken Cory, that we are healthy and look solid for the remainder of this year; however, I urge you all to keep the letters and dues coming in so we can count on financial security for '94

Chuck Caldwell has done another of his well-known formidable efforts in keeping the communications on track, the history of the squadron growing and writing a myriad of letters to new and old members maintaining a massive amount of information flowing. I salute him!

I would ask that all those members who would like to pass on ideas for the future please pass them on to me, Jay Thomas, Chuck Caldwell or Ken Cory. We'll sort them out and see what can be done.

Aloha till next time

Alan L. Jansen—591 Heritage Lakes Avenue—Pensacola FL 32506

\*NOTE: On 15 February Al underwent heart by-pass surgery.

### \* ORIGIN OF THE PELICAN PATCH \*

In Newsletter #9 we described how the *GOOFY* patch was designed by the *PBY* squadron in 1943 and Walt Disney produced the final form. In Newsletter #10 we asked if anyone knew how the *PELICAN* patch came to be. *EUREKA!*

Two shipmates wrote in with almost the same stories! They *must* be true.

Thanks to shipmates Malcom Fortson and Leo Connolly, the following is the latest *WORD* on how the *Pelican* patch came to be: When the squadron designation was being changed from *VP-MS-5* to *VP-45* in 1948, the CO, CDR O. O. Dean, decided the squadron needed a patch. At the time *NavAirNews*

was publishing all of the approved squadron patches and gave information about how to get a patch approved.

A contest was held, with the prize for the person who created the winning patch. Leo recalls that a Stewards Mate observed the pelicans flying by near the ramp at NOB Bermuda, and he was inspired to draft a design based on the pelican and mission of the squadron. Malcom recalls that he believes the

patch was designed by the CO's wife. (That's a mystery we'll be looking into. Any help will be appreciated)

At any rate, the design was submitted and subsequently approved. The winning design did not have "VP-45" on it, and later modification reduced the cloud formation, redesigned the periscope and provided a beak/head adjustment for the original pelican. For all the modifications, the present patch looks remarkably like the original ☺!

To paraphrase a bit from a 1982 squadron pamphlet: Webster defines the pelican as any of the genus (*Pelecanus*) of large web-footed birds with very large bills, and distensible gular pouches in which fish are caught. A pelican is basically a large water bird that inhabits most of the coastal waters of the world. It can be found in the tropics as far south as the Antarctic Peninsula, and as far north as the Arctic Circle. It is usually characterized as having a naked pouch on the underside of a hooked bill, a long heavy body, strong wings, short stubby legs, and large webbed feet.

The pelican is a strong, graceful flier and can stay aloft for hours. Some breeds are found far out at sea during the daylight hours, but always return to land at night to roost. Hunting techniques vary among breeds. Some breeds hunt in large groups while swimming on the surface, while others hunt as loners far out at sea. One technique which is probably the most interesting, and which most closely resembles the primary task of the VP maritime community is that of the North American Brown Pelican.

The brown pelican is a loner in its search for food, but once its prey is localized, standby for action! It will dive at the surface of the sea and smack it so violently that the fish will be stunned temporarily. The helpless prey is then scooped into the pouch. To protect the pelican from the violent collision with the surface, tiny air sacs are located underneath its skin, providing a cushioning effect.

How come the pelican for the patch? Well, its physical features resemble the (pick one) PBM, P5M, P3

aircraft in many aspects. Using the P3 currently in use as an example; the long heavy body, short stubby legs, and the strength of the wings. Second, the pelican species is a worldwide, land based coastal inhabitant, the same as the entire VP community. Finally, it is a smooth, graceful aviator, yet has the ability to maneuver himself quickly, effectively and, as in the case of the brown pelican, fiercely attacks prey in a very efficient manner.

Take a look at these similarities and then look at the tail insignias of other ASW squadrons. Have you ever seen a fox, shark or whale fly; an eagle hunt over open sea; a dragon???

You have to take your hat off to the person who thought of the pelican as our ASW symbol. There is no better, Amen.

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### \* HOW MANY VP-45s HAVE THERE BEEN ? \*

If you said two, you'd be almost correct. Through Newsletter #10 we had documented two VP-45s; the one that existed in 1943-45 and flew PBY-5 and 5A aircraft in the Aleutians and South Atlantic, and the present squadron that evolved from VP-205. Jay Thomas sent the editor an article from the Fall 1991 issue of *Foundation*, in which an article by CAPT John Lacouture, on the life of VADM F. M. Trapnell, stated that in 1938, Trapnell was Executive Officer of Patrol Squadron 10-E based at Pearl Harbor, and ..."this was followed by successive commands of Patrol Squadron TWENTY-ONE, Patrol Squadron FORTY-FIVE, and Patrol Squadron FOURTEEN." Then in 1940, LCDR Trapnell returned to his first love—flight testing at NAS Anacostia.

So, in two years this remarkable officer went from XO of one squadron to CO of three others, and then on to flight testing. This *begged* investigating. Either the article was badly researched—a not likely event—or some strange things happened during that time. It took almost a year to get the

facts, but the explanation was fairly simple. It seems Trapnell became CO of VP-21, which was soon redesignated VP-45, and six months later the squadron was renamed VP-14 ☺. For the period 1 July 1939 to sometime in December of 1939 there really was a VP-45 flying PBYs under PatWing FOUR. The folks at the Naval Historical Center, Aviation History Branch, supplied the dates and designations, but had no other information, not even the Commanding Officer's name.

The day the mail came with the data from the Historical Center, Gordon Jones was reminiscing, during lunch with Tony Navarre and Chuck Caldwell, about his days in VP-14 on 7 December 1941, when he suddenly remarked that he believed VP-14 had been VP-45 at one time, and promised to go home and try to find documentation. Before he could find anything in his files, he was told of the letter from the Aviation History Branch. Jonesy did reveal that the squadron insignia was a Sitka Spruce tree, and guessed that it was inherited from VP-45. But that's another waiting investigation.

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### \* NOTES FROM ALL OVER \*



#### \* TRINIDAD \*

The Chaguaramas Military History & Aviation Museum has notified us that they have decided to go ahead with the reunion, mentioned in the last newsletter, for all Allied and Axis veterans of the submarine battles off the Trinidad coast. Invitations are extended to all VP-204, VP-205 and ZP-51, and U615 veterans. A very successful reunion has been completed with veterans from U161, U162 and U615. Two plaques on a huge Naval Memorial were unveiled. The invitation is also extended to *any* PBY or PBM veterans who would like to attend. The

address is: P. O. Box 3126, Carenage,  
Trinidad & Tobago, West Indies.

According to the Newsletter of the  
Naval Airship Association, *The Noon  
Balloon*, contact has been made between  
the members of ZP-51 and the Trinidad  
folks, so it remains for the other  
squadrons to be found. If you have any  
information of VB-130 or BOMRON  
10, please pass it to the Trinidad address  
with a copy to this editor.

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### Naval Airship Association

The NAA has helped the Trinidad  
folks locate some of the ZP-51 members  
who served in Trinidad. For those who  
may have an interest, the NAA reunion  
is scheduled for 16-18 September 1993,  
in Scottsdale, Arizona. For more  
reunion info write to C. H. Pearman,  
HC30 Box 719, Concho AZ 85924. For  
info on membership: K. A. Hinrichsen,  
653 Alvarado Lane, Cottonwood AZ  
86326 (602) 634-0727.

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### ANA and Mariner/Marlin Associations Reunion

The Association of Naval Aviation  
and the Mariner/Marlin reunions will be  
held concurrently May 26 - 30 1993, at  
the Clarion Hotel in New Orleans. For  
more info contact M/M Chairman Jim  
Thompson, 1510 Kabel Drive, New  
Orleans LA 70131 (Ph. 504-392-1227).

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### \* VP-45 HISTORY \* 1946 —

(Continued from Newsletter #10)

... On 12 April 1946 the home port of  
VP-205 was changed to NAF Bermuda  
under COMFAIRWING FIVE, and 9  
PBM-5's were assigned to the squadron.  
On 15 May the squadron was  
redesignated from VPB-205 to VP-205,  
and on 15 November 1946 from VP-205

to VP-MS-5 (the MS = Medium  
Seaplane). CDR W. L. Brantley became  
Commanding Officer in February of  
1947 and was relieved by LCDR W. M.  
Arnold in June of 1948 — and was  
himself relieved that same month by  
CDR O. O. Bean. On 1 September 1948  
the squadron was redesignated VP-45,  
and has remained so to this date.

VP-45 changed homeport in early  
1950 to Norfolk, Virginia, and in 1951  
the squadron, with twelve PBS's, was  
moved to the Naval Station Coco Solo,  
Canal Zone (Atlantic side of the  
Isthmus). The squadron transitioned to  
the P5M-1 (SP5A) in 1954 with twelve  
crews and aircraft. The Commanding  
Officer who relieved CDR O. O. Bean in  
December 1949, was CDR T. G. White,  
who commanded to September 1951.  
CDR W. W. Bemis served as  
Commanding Officer to September  
1952, and was relieved by CDR T. R.  
Perry. The squadron completed its  
transition to the P5M under CDR W. T.  
Luce, who commanded from January  
1954 to January 1955. Not many people  
remember that Costa Rica and  
Nicaragua had a war in the mid-50's,  
but those who were in VP-45 then sure  
do. The squadron flew many missions  
over both countries during the conflict  
for the Organization of American States  
(OAS) surveillance of the fighting.  
Those in the squadron then also  
remember trying to get appliances such  
as radios and fans to work in the 25  
cycle AC current at Coco Solo. Light  
bulbs flickered and fans ran at double  
speed trying to make their 60 cycle  
motors operate with 25 cycle current.  
Only AC/DC radios would work, it has  
been said. Tropical working hours were  
great for the married folk—Morning  
Muster was at 0700 and Secure was  
1300 daily during the weekdays.  
Possibly the longest endurance flight in  
a P5M was performed by VP-45 when  
one plane stayed airborne for 21.8 hours  
and landed with about 2 hours of fuel.  
One plane was lost while being towed,  
when it mysteriously dropped off the tail  
gear and bent *very badly* in the middle.

In 1955 sister squadron VP-34  
moved to Coco Solo from Trinidad with  
its PBMs, and subsequently was  
decommissioned. Many of those  
squadron members were assimilated into  
VP-45. In both 1955 and 1956 VP-45  
spent the summers in Corpus Christi as  
part of the NARMID operation — the  
orientation of Naval Midshipmen to the  
aviation branch of the Navy. While in  
Panama the bottoms of several "boats"  
were painted with several different  
formulas and left in the buoy patch for  
days to test whether barnacles would  
grow on them. Junior officers and  
bachelor crewmen got in a lot of fishing,  
but the tests were inconclusive ☺. In  
April 1956 the squadron was involved  
with the submarine *Guavina* off the  
coast of Florida investigating the  
feasibility of refueling seaplanes in the  
open sea. CDR W. J. Denholm relieved  
CDR Luce in January 1955 and was  
relieved by CDR E. W. Pollard in March  
1956. While at NARMID that year, the  
squadron's homeport was changed back  
to Bermuda, and the move was  
completed in September of 1956.

With a mixture of P5M-1 and 2  
aircraft, VP-45 shared the seadrome at  
Bermuda with VP-49 and participated in  
deployments with seaplane tenders and  
conducted the usual operational and  
training flights. CDR H. E. Sorenson  
became the Commanding Officer in  
April 1957 and was relieved by CDR S.  
A. Thomas in April 1958. In 1958 the  
squadron set a SPRINGBOARD record  
for total flight hours and, on a flight  
from BDA to JAX, one aircraft set a  
dubious record for water taxiing a  
couple hundred miles to JAX after  
engine failure.

(To Be Continued...)

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**\* \* IN MEMORIAM \* \***

Mrs. D. M. (Dink) Hume

Sylvester A. Thomas

**\* FROM THE EDITOR'S DESK \***



Chuck Caldwell  
1061 Arnold Way  
Alpine CA 91901  
(619)445-5072

From Sylvester A. Thomas 9/13/92...

Dear Chuck,

Seems like old times. Being in communication with you. I recall our last conversation in the Squadron upon your detachment. Thank you for your letter.

I regret that I do not have any memorabilia to send to you because one box of my household effects vanished in transit from Bermuda to Pensacola. So I lost many year's of memories, including material such as you requested and of all things, *MY LOG BOOK*. You can imagine my chagrin about that. Included in one of my log books was my qualification in carrier landings on the U.S.S. LANGLEY CV-1. That was the only entry ever made of such qualifications at that time...I am sorry that Dot and I cannot make the reunion this year...But all of you have a great time...Please give them our regrets....Fair Skies, Smooth Sailing, s/s Tommy.

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**Archive Data  
Is  
Appreciated**

Our archive records are really beginning to be filled with fantastic and "not available anywhere else" records, pictures and artifacts of squadron history. Some, but by no means all, examples are:

Bob Donley sent a copy of his orders designating him the first CO of the PBY VP-45

The following past Skippers sent copies of cruise books, pictures or other data:

- R. Donley
- S. A. Thomas
- H. M. Durham
- A. S. Lee
- J. R. Chappell
- J. D. Collins
- J. H. Chapman
- W. H. Saunders
- C. J. McKinney

George McKinney donated a handpainted ceramic squadron patch and an ashtray.

Several shipmates have sent in excellent Sea Stories for future publication.

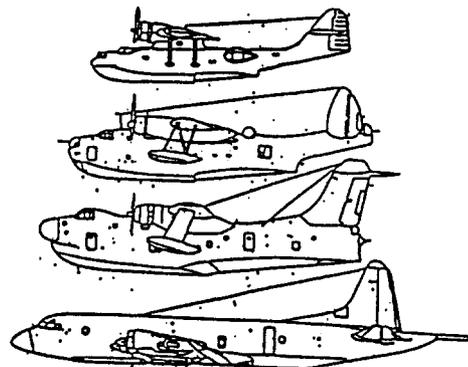
Thank you all—and there is always a need for rosters, crew lists, pictures, or any archive material. If you want it back, a copy will be made and the original returned to you.

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**Bylaws and Minutes of the  
Reunion Meeting**

A condensed version of the Minutes of the Association meeting held at the October reunion in Jacksonville is enclosed with this newsletter. The Association Bylaws, which were approved by the members attending the reunion, are also included. Please contact the Secretary or the President if you have any questions or comments.

**PELICAN TALES**



● Dick Miller writes that ...

"VP-45 was my first squadron (53-55) so I was very interested when twenty years later our Amphibious Group was scheduled to operate with VP-45. The exercise had the P-3's out of Iceland flying simulated Soviet Bear profiles against our group in the Irish Sea. We had Marine AV-8 Harriers onboard the LPH to intercept them.

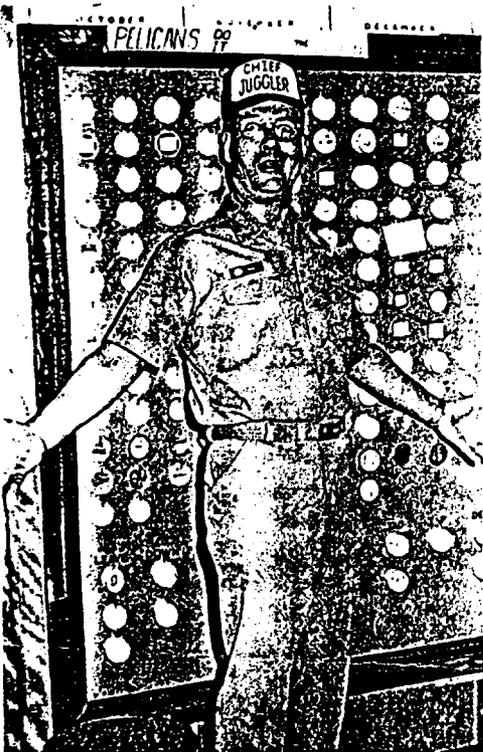
"One Marine pilot reported that upon intercepting he flew close formation on the VP-45 P-3's port quarter and was *moon*ed by a crewman in the aft observer's window.

"We fired off a tongue-in-cheek reprimand to the CO VP-45:...'Never in the old glory days of seaplanes would any crewman *stoop* so low to *expose* a fellow Naval Aviator to such a spectacle.'

"No reply was received from the squadron."

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● Grant Rust sent the picture on the next page with this comment..."While in VP-45 on deployment to Bermuda '80-'81 as Ops Chief, I had half the squadron with aircraft in Vietnam, and the others were split between Iceland, Lajes, Puerto Rico. At one time we had 1 VP-45 aircraft and 5 or 6 other outfits (Reserves, Brunswick squadrons). We were stretched so far that I was having trouble "juggling" the flight schedule to cover all operations. I put a sign on my cap saying *CHIEF JUGGLER* and just threw up my hands as someone snapped a picture of me. END."



Don't look at me, I just work here!

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George Allen, President of the Naval Airship Association, wrote that something in a recent letter from our Association reminded him of his first LTA training flight (he'd just completed P2V training). The instructor cut both engines just after take-off, 500 feet short of the edge of the mat! Whereupon they lifted and floated over the tops of the trees. The instructor turned to George and said, "You couldn't do that in the P2V." George was in shock but just nodded. The instructor had been dumping water on the takeoff and was statically light and the helium took them off !!! and up! Free ballooning was part of the syllabus... but wasn't supposed to come until later.

### Want to locate:

#### Former Commanding Officers

Binion, L. E. '45 (PBY)

Hill, A. S. '43  
 McGrath, M. C. '43  
 Null, R. S. '44  
 Cattermole, G. B. '44  
 Hanset, H. E. '45  
 Arnold, W. M. '48  
 Bean, O. O. '49  
 Denholm, W. J. '56  
 Palm, E. P. '61  
 Thownes, J. W. Jr. '67  
 Mason, R. A., Jr. '70  
 Herring, P. E. '73  
 Notargiacomo, J. J. '74  
 Ryan, P. F. '75  
 Loftus, S. F. '77  
 Stephenson, R. F. '80  
 Carl, L. W. '81  
 Bennett, D. C. '82  
 Phelan, R. H. '83  
 Phelan, J. F. '84  
 Stoutamire, S. L. '86  
 Lawler, T. P. '87  
 Hume, R. L. '88  
 Dale, C. J. '89  
 Evers, W. B. '90  
 Cannon, J. R. '91  
 Eframson, A. A. '92

Please notify the editor if you have any info.

### \* TREASURER'S REPORT \*



K. J. Cory  
 1845 Hallmark Drive  
 Pensacola FL 32503  
 (904)434-1259

As of 1 February 1993 our cash balance was \$6091.93

The 1993 dues are due as of 1 April 1993, since notice of the By Laws could not be published sooner. Your cooperation will be *very much* appreciated. Anyone who has made a donation from 1 April 1992 will have the first \$10.00 counted as 1993 dues ©.



Dave Johnson

Dave has turned over his Treasurer's books to Ken Cory and is taking it easy in Pensacola now. After several years as the first Treasurer of the Association, he decided to pass the baton to another.

Each of the Association officers who were first in the office had a different route to the job. Dave said that when he received the first newsletter from Jay Thomas, he was very excited about it and sent Jay a letter with several names and addresses of past shipmates he didn't have on his roster list. One thing led to another until Mort Eckhouse contacted him.

Dave had volunteered to help in any way possible, and Mort asked him to be Treasurer. Dave says he was told a Treasurer was needed in the worst way... "So that is what they got."

Dave Johnson enlisted in the Navy in December '51, attended a couple of schools to become an Aviation Machinist Mate; did a short tour at NS Sangley Point until ordered to VP-1. There he applied for the NAVCAD program and was accepted in November '54. His first tour as a pilot was in VP-45 in Bermuda. He retired from active duty in February '75, and now resides with his bride, Marcie, in Pensacola.

Thanks Dave, for jumping in and for the great job!

### MORT SEZ...Thanks!

"I thank those *FORTY-FIVER's* who took the time to write or call me after the reunion. Your kind words are sincerely appreciated. However, each time I try to pat myself on the back I see visions of Jay, Chuck, Dave and Bill, among so many others and my

perspective clears. Nonetheless, it was my pleasure and privilege to have been your founding president. *Thanks for the memories!*"

*Editor's note:* Mort is a very active volunteer at the National Museum of Naval Aviation in his hometown of Pensacola. Over the past four years or so he has put in about three days a week there as a Tour Guide and in restoration of old aircraft. He has participated in the restoration of a W.W.II 'K' Ship (Blimp) car that is the only one of its kind left in the world. He is currently involved in the restoration effort of an F4F, HO4S (H-19), and a SB2U. When he isn't busy at the museum, he is a volunteer with the local Council on Aging as a bus driver, does a little "camping" in his motor home, and says he generally tries to stay out of trouble...sometimes succeeding. He is looking forward to the future and particularly the reunion in Las Vegas in 1994.

The Association was very fortunate to have such a dedicated and tireless worker who proved more than equal to the tasks of organizing reunions, coordinating all the "first time" procedures necessary to getting the Association in high gear, and keeping his 'cool' during it all. Thanks, Mort....

*Association's Reply: Bravo Zulu, Mort!*



## PELICANS IN ACTION

from the  
Skipper's Office . . .

As the events unfold in Somalia and Bosnia we are reminded of the fluidity with which our world continues to unfold. Here at home we have witnessed a change of the political powers which may have wide ranging effects on the military. Now seems to be

a time of change where our nation must be prepared to face any circumstance with flexible assets. The Pelicans of Patrol Squadron FORTY-FIVE continue to provide our nation with a flexible platform which has the ability to respond to almost any crisis.

Since the reunion in October, VP-45 has continued to meet many new challenges. The squadron flew over 945 hours and qualified numerous personnel all while achieving an unprecedented mission completion rate. Now, as highly experienced leaders from the Keflavik deployment depart for new commands, new Pelican leaders have stepped in, keeping the squadron at peak performance.

The year 1993 began exactly where our high paced 1992 left off. January marked the first "Ready Month" for VP-45 since returning to Jacksonville in September. As the Ready Squadron, VP-45 is tasked to have one crew on 24 hour alert for the entire month. The "Ready Crew" must be able to take off quickly upon receiving notification on any one of the diverse missions of the P-3C. Starting the new year as the Ready Squadron provides the springboard for what should prove to be a very exciting year.

Early in January, the squadron teamed up with VP-49 and VP-62 for an integrated plan pairing a reserve squadron with active duty squadrons. The goal of the program is to allow both active duty and reserve aircrew, planes, and maintenance personnel to be interchangeable and mutually supportive. Recently the P-3 community has begun to take on more and varied missions. Through integration the reserve and active P-3 forces will be more capable and able to continue to expand their mission further.

From February 1993 to July 1993, four VP-62 crews will train with VP-45 and become certified by Patrol Wing ELEVEN. During the same period, VP-62's eight other selective reserve crews will do their annual training in conjunction with VP-49 in Keflavik. Eventually any crew from any squadron, including the reserves, will be

able to fly aboard any of Wing ELEVEN's aircraft.

Future Pelican events include a second ready month beginning in March and ending in mid April. The squadron's next change of command will take place on the 8th of April of this year. CDR Robert W. Elliott will become the new Commanding Officer and CDR Dennis W. Stevens will report aboard as the new Executive Officer. I am scheduled to report to Brussels, Belgium, as the U. S. National Military Representative to Supreme Allied Commander Europe.

It has been my pleasure to have the honor to serve as the Commanding Officer of VP-45, joining a long line of distinguished alumni. I will always regard my 3 years as a Pelican as my most challenging and rewarding. Although I am leaving the Pelicans, they will never fully leave me. I will proudly turn the reigns over to my superb XO, who will continue to keep the squadron charging. It was a great honor to have been given the opportunity to address the Association during the 50th reunion. Master Chief Hagar and I really enjoyed ourselves, thanks again. Patrol Squadron FORTY-FIVE continues to be the finest collection of men and women in the Navy, thanks to the Pelican spirit which all of you have passed along. Pelican pride and professionalism that is so evident in the squadron continues to live on as it has throughout the years.

R. B. Brannon  
Commanding Officer

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### In The Next Issue

1. VP-45 History—continued.
2. The What, Why, and How of the Red Darter Era.
3. 1994 Annual Dues Will Be Due on 1 November 1993...



Fair Skies...  
Chuck

## PATRON FOUR FIVE ASSOCIATION

### Bylaws

#### Article I

##### Name

The name of the organization shall be Patron Four Five Association.

#### Article II

##### Object

The object of the Association shall be to provide a database of shipmates and interested persons who have as a common bond squadron membership or interest in VP-45 (VP-205, VPB-205, VP-MS-5), hold reunions of the membership, publish a periodic newsletter, maintain an historical archive, and such other functions as defined by the officers in quorum. A quorum shall be a simple majority of elected officers.

#### Article III

##### Membership

###### Section 1.

The membership of the Association shall be open to all who have served in the squadron, collectively known as VP-45, on active duty. They shall be called members. Associate membership is open to all others who are interested in the objectives of the Association and/or who desire to be on the Association mail list. Only members may vote.

###### Section 2.

The annual dues for both memberships shall be \$ 10.00 , payable annually by November 1 of each year. The Treasurer shall notify members and associate members whose dues are 3 months in arrears, and those whose dues are not paid within 30 days thereafter shall be automatically removed from the active rolls and mail list. Reinstatement is automatic upon remittance of one year past due dues plus \$2.00 for postage. Surviving spouses of members and associate members shall be exempt from payment of dues.

###### Section 3.

On 1 March annually the Treasurer will notify the Secretary of those who are to be removed from the active list.

#### Article IV

##### Officers

###### Section 1.

The Officers of the Association shall be a President, a Vice President, a Treasurer, and a Secretary. Any Officer may also serve concurrently as Newsletter Editor. These Officers shall perform the duties prescribed by these bylaws and by the parliamentary authority adopted by the Association. They shall be members of the Association.

###### Section 2.

The Officers shall be elected by ballot of the members to serve until successors are elected, and their term of office shall begin when elected. The President may appoint an officer for a temporary vacancy, which vacancy shall be filled by ballot of the membership at the next reunion.

###### Section 3.

Officers shall serve terms at the pleasure of a quorum of the elected officers, or from each reunion to the next, whichever is the shorter term.

###### Section 4.

No Officer shall hold more than one office at a time, but may be elected to serve more than one consecutive term in the same or different office.

###### Section 5.

##### Duties of the Officers.

###### Section 5A. The President.

1. The President shall be ex officio a member of all committees except the Nominating Committee. He is not obligated to attend meetings of the committee, nor is he counted in determining if a quorum is present. He is authorized to sign checks drawn on the Association checking account. Austerity and necessity are the principles by which expenditures shall be incurred and paid. He may not make payment to himself, but will submit his personal expenditures to the Treasurer for reimbursement.

2. The President shall keep the Association apprised of the Association's activities immediately past and proposed for the foreseeable future via a special column in each newsletter, or by special means as approved by a quorum of the officers.

3. The President shall be responsible for initiating arrangements and schedules for each Association reunion.

###### Section 5B. The Vice President.

1. The Vice President shall act as President in all instances where the President is unable to do so for whatever reason.

###### Section 5C. The Treasurer.

1. The Treasurer shall be responsible for keeping the financial records of the Association and for efficient management of the funds entrusted to his care. He is authorized to issue funds for legitimate and normal expenses incurred in such duties without prior approval, but shall include an accounting at least semiannually to the President, with a copy to each officer.

2. The Treasurer shall reimburse expenses within thirty days incurred by Officers of the Association in their duties and submitted directly in writing, or submitted in writing by committee chairmen via the President for approval. He may legitimately question expenses submitted and refer questionable items to the Officers for approval by quorum. Austerity and necessity are the principles by which expenditures shall be incurred and reimbursed.

3. The Treasurer shall submit his account of expenditures to the President in similar fashion for approval before reimbursement.

4. He shall serve without bond.

###### Section 5D. The Secretary.

1. The Secretary is the recording officer of the Association and custodian of its records, except those specifically assigned to others, such as financial records.

2. He shall maintain a database of members and associate members which shall be called the Association Roster. It shall consist of, but not be limited to; Active members' names and addresses, and a mailing list of those active members.

3. He shall keep a informal *Running Log* in writing of all correspondence and Association activities that are reported to him.

4. He shall keep a record of all the proceedings of the Association—minutes—and make them available to members on request.

#### Article V

##### Meetings

###### Section 1.

There is no regular meeting schedule.

###### Section 2.

Association meetings will be held at each called reunion, whenever and wherever that may be agreed upon by a quorum of the Officers, or called by a majority of the members.

## Section 3.

Special meetings of the officers may be called by a quorum of the officers at any time. Such meetings may be by mail, telephone, or in a group assembled.

### Article VI Committees

## Section 1.

There are no standing committees.

## Section 2.

The President may appoint a special committee from time to time as deemed necessary to carry on the work of the Association. The President shall be ex officio a member of all committees except the Nominating Committee.

### Article VII Parliamentary Authority

The rules contained in the current edition of *Robert's Rules of Order Newly Revised* shall govern the Association in all cases to which they are applicable and in which they are not inconsistent with these bylaws and any special rules of order the Association may adopt.

### Article VIII Amendments

## Section 1.

These bylaws can be amended at any reunion meeting of the Association by a majority vote of the members, or by submission to the members via newsletter (see Section 3 below).

## Section 2.

Proposed amendments shall be submitted to the officers in writing to each at any time.

## Section 3.

Proposed amendments submitted to the members by newsletter shall be considered approved if less than ten percent of the members object in writing or voice to the President within thirty days of the publication in the newsletter.

## Section 4.

An amendment is effective immediately upon adoption unless another time is specified in its wording.

### Article IX Newsletter

## Section 1.

1. The Association shall publish a newsletter and mail it and a current roster (or amendment to the previous one) to all who are current in their dues. The newsletter shall be published semiannually—funds permitting.

2. The Newsletter Editor shall be a volunteer at no remuneration for his services, and ex officio a member of the Officers, with no vote, of the Association. He shall serve a term as set forth by a quorum of the Association Officers.

Submitted to and approved by the members at the Reunion Meeting of October, 1992.

Attested: President: \_\_\_\_\_

Secretary: \_\_\_\_\_

### PATRON-FOUR FIVE ASSOCIATION

Minutes of the Association Meeting  
Jacksonville, Florida  
24 October 1992

Meeting called to order by President Mort Eckhouse at 0945 on 24 October 1992. Other officers present were Vice President Jay Thomas and Secretary Charles Caldwell. Treasurer Dave Johnson absent due to illness.

President made opening remarks welcoming members.

President described proposal for extending an Association Scholarship award to consist of one or two monetary awards to active squadron members who are attending civilian schooling, as an aid in purchasing books and supplies. Squadron CO has recommended the award be in the vicinity of \$50 and no more because there are several sources of financial aid available to such active duty personnel now.

Moved and seconded to award two annual scholarships in the amount of \$50 each, limited to Third Class Petty Officers or below, selected by the squadron Commanding Officer.

Discussion regarding adding the word *Alumni* to the name of the Association. Feedback indicates leave out. Squadron CO told Mort that squadron personnel want to join, and *Alumni* might not be appropriate. Another suggestion discussed was the addition of the word *Shipmates* to the name. By unanimous voice vote the name will stay the way it was — no changes.

The Secretary reported that it is expensive to send first class mailings to those who do not advise of a change of address before the bulk third class mailings of the newsletter. The PO will not return the mailing, but because there is "Address Correction Requested" on the envelopes we do get the new address. A postcard will be sent asking if the member wants to continue and to verify the new address before another will be sent. About one in ten respond, so far. Costs to do the additional mailing is \$1.29 each.

He also mentioned that Roy Trammell had volunteered to provide copies up to size 11X17 of any picture, negative or slide sent to him, and a copy for the archives, at his expense. All Hands applauded! His address is 649 Roger Sherman Street, Orange Park, Florida 32073.

The President said the Treasurer's report is not ready due to Dave's illness, but the Friday Reception cost \$3900 for the hotel's fee, and the newsletters and postage cost this year has been \$2220.22.

Discussion conducted on next reunion. Some felt one year interval too often, while others felt five years too long because too many of us may not be around. Jay suggested every presidential election year (4 years). Voice vote carried for every two years with a window about the month October, depending on location and seasonal weather.

Further discussion on where to hold the next one. It was noted that according to the Reunion Roster of 223 names provided Kennedy Snow, 22% live in VA, 22% live in CA and 32% in FL, and .004% in VT. A suggestion was made to hold the next one in VT, but it failed on voice vote. Dave Hume announced that Ernie Cornelius, who lives in Las Vegas, has volunteered to coordinate the next one in Las Vegas in October. The offer was unanimously accepted on voice vote.

Bill Rodriguez announced some may want to look into a cruise on an ocean liner to BDA as a group. A show of hands indicated at least 15 may be in favor. Bill will investigate the cost, etc. and report.

Discussion followed on the proposed by-laws, which were put on the overhead projector. Each article and section was taken individually and discussed.

#### Results

Dues. Delete the registration fee. Charge dues of \$10 per annum, due 1 November. Exclude dues payment for surviving spouses of members and associates. Do not exclude active duty members or any others from dues payment.

Name. Retain the name as proposed. Do not add "Alumni" or "Shipmates" to the name.

Roster. Secretary to indicate by some appropriate means those who are inactive vs. those who are active on the roster.

Authority to sign checks. Add President as one who is authorized to sign checks, in addition to the Treasurer.

Motion by Porter to accept by-laws as amended. Seconded and approved by voice vote.

Report by the Reunion Coordinator, Bill Rodriguez. Standing ovation for the whole committee. Mention made of sub-committee chairmen: Davis, Moore, Fortson, French and Hinson. All did superb job and effort very much appreciated by the whole Association.

Nominating Committee chairman Chappell. Art Smith, President of the University of Utah recognized in absentia as distinguished member. Read list of nominees after recognizing current officers: For President, Alan Jansen; Vice-President, Jay Thomas; for Treasurer, Ken Cory; for Secretary, Charles Caldwell. Floor opened for nominees from the floor — none offered. Navarre motioned to close the nominations. Seconded and carried. Motion made to accept the nominees by acclamation. Seconded and carried.

President asked if there was any new business for the Association. A question was raised regarding whether the Association should be incorporated and/or a non-profit organization. President stated he had looked into it and it was not worth it due to small size, low monetary account and state regulations. W. Moore stated a smaller mug, similar to the one given to reunion attendees was available through him from the business that provided the original ones. Cost to be about \$10 - \$12, and he needed at least 12 orders to make the run.

Other remarks: Bill Rodriguez called attention that chits for those selecting fish for the banquet will be available in the RR. President noted Daylight Saving time stops tonight, and for those leaving after the Sunday outing can adjust their check-out time in advance through the front desk. Those needing transportation to the Sunday Brunch should see the desk in the RR for arrangements. The RR will close sometime Sunday.

Adjourned at 1058 hours.

Submitted: \_\_\_\_\_

Approved: \_\_\_\_\_ Date: \_\_\_\_\_

# PROCLAMATION

WHEREAS: November 1, 1992 marks the Fiftieth Anniversary celebration of United States Navy Patrol Squadron, VP-45; and

WHEREAS: VP-45 evolved from the original VP-205 which was commissioned at Norfolk, Virginia on November 1, 1942; and

WHEREAS: From 1942 to 1947, VP-205 was very active and moved from one war zone to another in both the Atlantic and Pacific Ocean areas; and

WHEREAS: In September, 1944, VP-205 was redesignated Patrol Bombing Squadron (VPB-205) at which time it prepared for transfer to the Pacific fleet; and

WHEREAS: VPB-205 returned to Norfolk, Virginia on December 13, 1945; was redesignated from VPB-205 to VP-205 on May 15, 1946; from VP-205 to VP-MS-5 on November 15, 1946; and from VP-MS-5 to VP-45, its current designation, on September 1, 1948; and

WHEREAS: The City of Jacksonville proudly salutes Patrol Squadron VP-45 for serving our country with honor and distinction.

NOW, THEREFORE, I, ED AUSTIN, by virtue of the authority vested in me as Mayor of Jacksonville, Florida, do hereby proclaim October 22-25, 1992, as

VP-45 WEEK

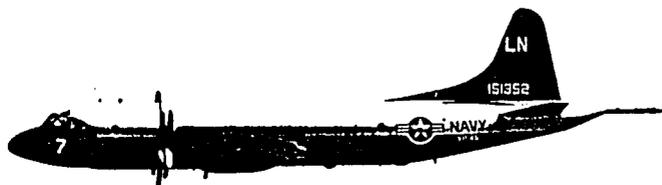
in Jacksonville, and urge all citizens to join in its observance by congratulating the members of VP-45 on the occasion of their 50th anniversary.



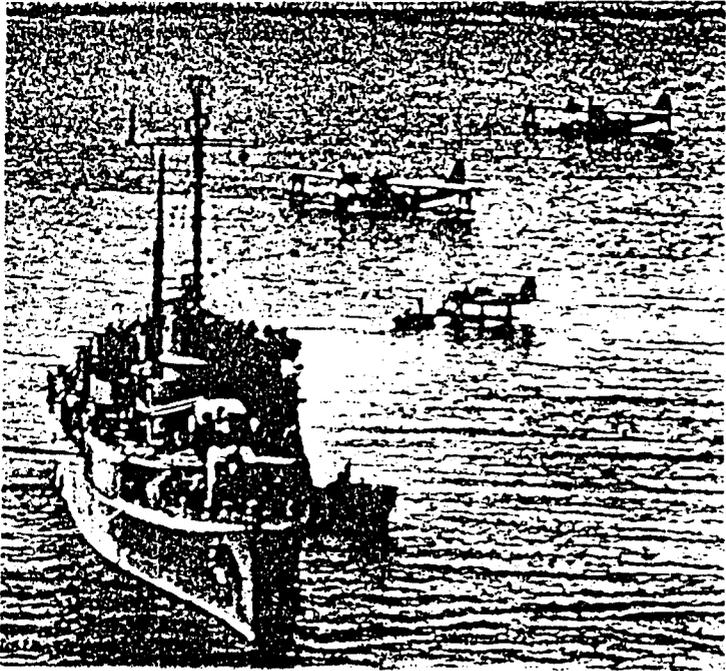
IN WITNESS WHEREOF, this 7th day of October in the year One Thousand Nine Hundred and Ninety-Two

*Ed Austin*  
MAYOR

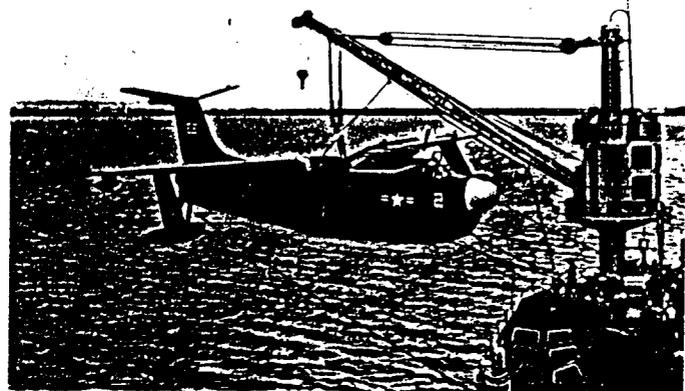
CITY OF JACKSONVILLE, FLORIDA



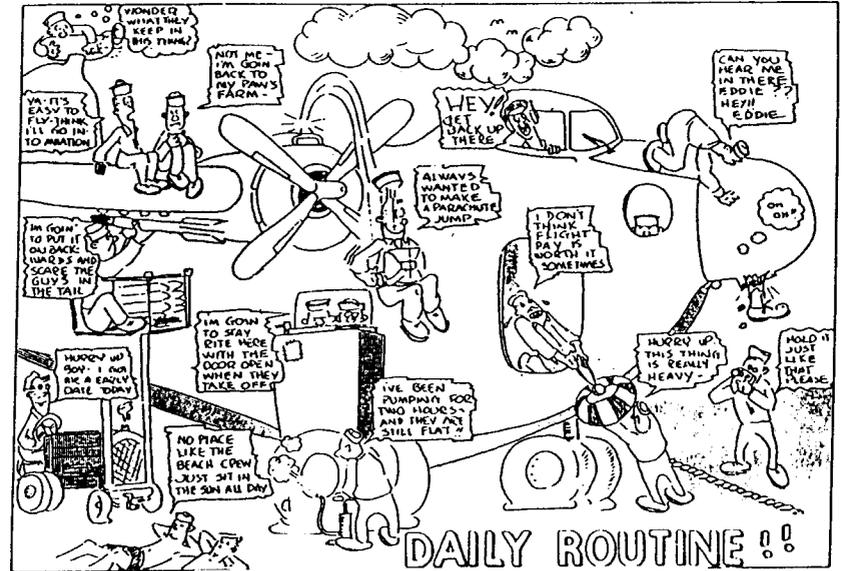
The first two P-3 assigned to VP-45 (1964)



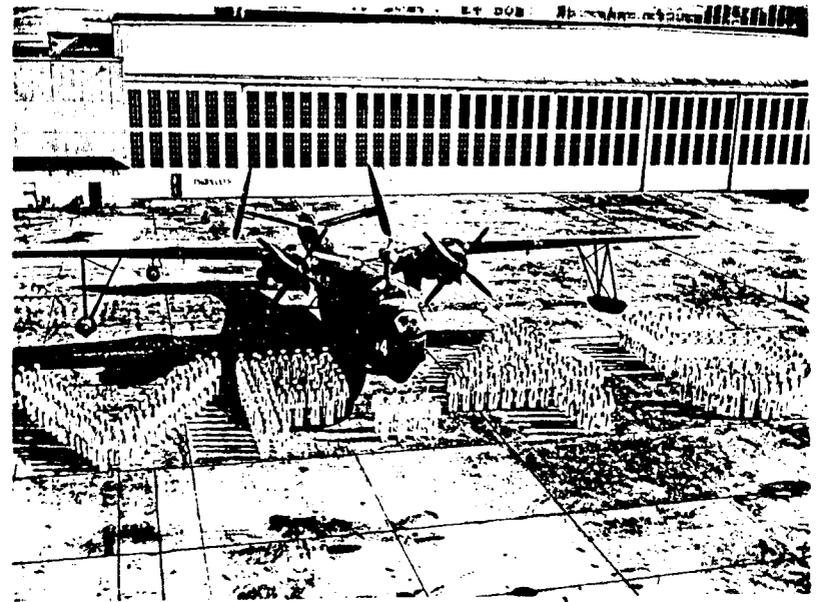
VP-45 PB4Ys with USS CASCO at Attu, Alaska (1944)



P5M-2 (SP-5B) with USS CURRITUCK at San Juan P.R. (1956)



by LCDR G. P. Matherson NARMID '56



PBM and Squadron Inspection. Coco Solo, Canal Zone



# THE PELICAN POST OF PATRON FOUR FIVE ASSOCIATION



Al Jansen — President  
Jay Thomas — Vice President  
Ken Cory — Treasurer  
Chuck Caldwell — Secretary/Editor

Newsletter and Roster # 12

October 1993

This edition includes an up-to-date Roster Addendum. 📧 **All Hands:** If you change your address, please inform the Editor. Although this edition will be forwarded to you by the Post Office, address corrections from the Post Office cost us \$.35 each, and a re-mail of the newsletter at first class rates costs the Association another \$.52 to \$.75. Your cooperation and consideration will be very much appreciated.



## PRESIDENT'S MESSAGE

### Al Sez . . .

My gosh, here it is time to spread good cheer, interesting data concerning our organization, all the news that's fit to print on Las Vegas, and where we fit that fine city into our plans in October '94. The specific data is coming, but not in the proper timing for our publication, so let me get on with what I have to tell.

First, I've spoken to Corny, our contact in the golden city, in early September and asked him to provide us with all the information possible on the hotels, tours, events that will be attractive and other happenings that are key features in Las Vegas. I've also been in contact with, and have received a full packet of "hot scoop" info from a Mrs. Carol Pearlmutter with

the Las Vegas Convention and Visitors Authority. She has sent out a memo to all the hotels on the Strip asking for prices and availability and that they be forwarded to me. They have been told that I'll be visiting there on a preliminary site inspection in late October '93, where and when I hope to finalize our location for October '94. The early data I've been given is most impressive and I've received a recommendation to schedule our reunion midweek to keep costs down and further to allow anyone who so chooses to extend their time into the weekend. It appears that the dates of October 25-27, 1994, will give us the best opportunity to do what we planned and allow for the period on either side for extensions if desired.

We shall be developing a grand package for you and will tell more later. In the meantime, each of us wishes each of you a momentous Fall and Christmas season. May you keep those cards and letters (with lots of dues money) coming in. Ken Cory will love you for it!

With kind regards to each of you, stay healthy and don't forget the check-off list.

Alan L. Jansen—591 Heritage Lakes Avenue —Pensacola FL 32506

### Whither and Whence The ☆ Red Dart Era ☆

From beginning to end, the Red Dart Era seems to have covered the period 1960 to mid-1969, although the Red Dart painted on the aircraft had different meanings and appearances during that time.

In 1960 the first Red Dart appeared on 1 Boat. Dick Knott says that, to his

best recollection, a First Class Ordnanceman on the crew named Ken Simpson liked the insignia of the Chrysler Automobile Corporation so much that he thought a variation of it would look good on the squadron aircraft, more particularly the Skipper's. (Ken Simpson is believed to have retired as LCDR (LDO) and his whereabouts are unknown.)

He painted the forward pointing Red Dart under the cockpit on the white

portion of the nose section for all to see. It looked elegant there and everyone thought it added a proper touch to the squadron's aircraft, so it wasn't long before all squadron aircraft sported the added insignia. Don Florcko, who was also a member of the Skipper's crew, remembers essentially the same story, and adds that the insignia was painted on the airplane *before* telling CDR Durham about it, and that the design had no particular significance other than

to instill a uniqueness and special recognition to the squadron aircraft. *The Red Darters* became PATRON FOUR FIVE's nickname as the dart became more recognized as belonging to VP-45.

The Red Dart was carried over to the P-3 when the squadron transitioned at NAS Jacksonville in 1964. It remained on the aircraft, essentially unchanged, until the squadron deployed to Sangley and U-Tapao to fly Marketime Ops under the command of CDR W. H. Saunders III in December 1968.

Bill Saunders kindly wrote the history of the Red Dart redesign and submission to OPNAV for us: "...Shortly after we (deployed)...we had a squadron contest to design a new patch to reflect our mission and aircraft. One of our First Class Metalsmiths from Airframes came up with the design that (appears) on the front of the West Pac Cruise Book. A committee selected his design and he was awarded a \$75 Bond. We proceeded with the necessary paperwork to get the new patch approved, which meant a very slow procedure through all operational and administrative commands. We got back enthusiastic and positive approval endorsements from everyone from parent Wing, WingsLant, AirLant, CinCLant, and ComASWForLant over a several month period. After CinCLant's approval the only one left was CNO or OpNav approval, so we went ahead and bought patches and plaques in Japan and everyone in the squadron put on the new patches. About 90% were enthusiastic supporters of the new design but 10% (mostly old boat squadron people) hated to see the Pelican go.

"The design, incidentally, reflected *Red Darters ASW Around the World* by the Red Dart starting in JAX and circling the Globe; the Orion constellation reflected the P-3 Orion, and we requested approval to return to JAX from deployment via a continued Westward flight to JAX. (This was disapproved because of the problems with stopover and refueling spots on the way.)

"About 10 days prior to the end of the deployment I received a letter from

OpNav which I assumed was our final official approval. Upon reading the letter, which was from the *Heraldry Section* of Op 05 and signed by a GS-15 Heraldry Expert civilian, I learned that he decided the *Red Dart Around The World* was too reminiscent of orbital flight and "not appropriate" for an ASW squadron, and therefore disapproved the patch!!

"After some research, I learned that this civilian ran, and had run, the heraldry section for a long time and was given free rein by the military sections of OpNav to be the Go-No-Go on all patch designs.

"I was so mad, I tore the letter up and didn't say a thing to anyone until just before I completed my tour as C.O. The incoming new XO, Steve McArdle, bought my house and I told him what had happened. Meanwhile, WingFIVE in JAX, WingsLant in Norfolk and COMASWFORLANT all displayed the new plaque, as well as Lockheed in their ASW Pubs.

"I understand Steve McArdle wrote CNO during his tour and asked what the officially recognized patch for VP-45 was, and of course the Pelican surfaced again. For about 1½ years of VP-45 history, the *Red Darters Around The World* was in use!

"So goes the tale...."



*Ed. Note: If you can contribute anything more about the Red Dart Era, please send it to the Editor for the archives and perhaps a future update article. We can always use your recollections and data! A Red Dart patch, or picture of it, that can be copied would be very welcome.*

*Bill Saunders was killed in a plane crash 7 August. See the In Memoriam section for more info.*

## \* NOTES FROM ALL OVER \*



## A SHIPMATE REMEMBERS VP-205

TRINIDAD — '43

VP-205 was a wonderful Navy squadron in Trinidad in 1943. Its mission was anti-submarine patrol. In VP-205 we rode herd on tremendous convoys of tankers proceeding from the refineries of Curacao and Aruba with their vital loads of aviation gasoline for the 8th Air Force in England. We also flew up and down the northeast coast of South America protecting the dirty little freighters that hugged the coastline as they carried the bauxite ore which was needed so badly at home for the aluminum it contained. And of course there were regular search patrols thrusting hundreds of miles northeast into the Atlantic toward the bases from whence came the Nazi U-boats. In 1943, there were no nuclear submarines, and submarines — both theirs and ours — had to come up to the surface every few hours to recharge their batteries and replenish their air. It was always hoped that out in the mid reaches of the Atlantic they would be tempted to run on the surface and that we would find them there when they were surfaced and vulnerable. Sometimes we did!

A fine group of men flew and manned VP-205's aircraft, those PBM-5 'Sugars'. The skipper was A. S. "Art" Hill. Hill was a splendid skipper. He was tall and carried himself erectly and was, as he appeared to be, every inch an officer. A few people didn't like him. They mistook his officer-like bearing with the qualities associated with a stuffed shirt. Nothing could have been further from the truth. Personally, I liked him fine. I have always remembered one notable terse order he once promulgated. The subject was

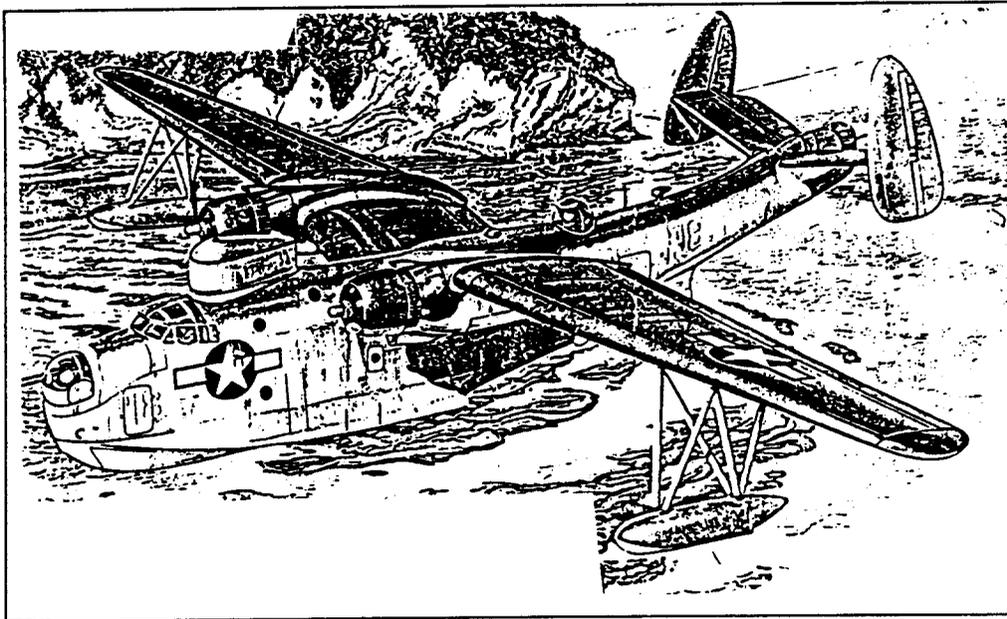
erological weather in the Caribbean, and the full text of the order I can quote from memory. It was, "There is no unflyable weather in the Caribbean". But he believed it and set a good example. For instance, one night he led three of our ponderous sea planes in a V-section take-off at two o'clock in the morning. It was pitch black, right at the height of a torrential tropical downpour, and to add excitement on that particular occasion our planes were loaded down with torpedoes, which we didn't usually carry.

Big Harry was a character. He came back one night with 199 holes in his plane, but no one was injured. I recall we gave him a pretty bad time speculating as to why the number of holes did not come out even — after all, if they came in one side of the airplane and out the other, it should have been that way. We finally concluded that one of the bullets had fragmented. Harry thought, rather wryly, that perhaps he should have stuck around and collected six more holes to make the number equal the squadron designator number.

Then there was Santure and his knife wound. Santure had been an undertaker in civilian life and, though he was well liked by us all, we made comments and shared a bit of an uneasy feeling that came with having your own trained undertaker as a squadron mate. One night a bunch of the boys were whooping it up and had adopted a rather harmless pastime, or so it seemed at the time, of throwing their jungle knives at the Betty Grable pin-up pictures on the wall. It was inevitable that someone's knife should go astray, and sure enough one wild throw and an eight inch blade

went clear through the fleshy part of Santure's leg. He was good as new in a few days. ☺

Late one afternoon a submarine had been attacked by one of our planes and crippled but not sunk. Its steering gear had jammed and it was cruising aimlessly in a big circle, apparently unable to submerge. The plane that had made the attack had exhausted its bomb load and was impotent. The pilot, of course, had radioed the base during the initial contact and as fast as aircraft could be diverted from other missions, or armed and launched from the base,



they flew to the scene. By about 10 o'clock that night there was also a blimp present. We were all flying at different altitudes to try to avoid midair collisions. There are no navigational lights turned on in wartime. The OTC (Officer in Tactical Command) had briefed us to release flares simultaneously on his command, and when his command was executed the entire ocean was illuminated over an area of a couple of thousand square miles. The yellow-white flares drifted slowly down, trailing smoke. It was a spectacular sight, and during the few minutes that the illumination persisted, one of the planes sighted the sub close at

hand and delivered another attack. The sub sank. The proof was in the eighty survivors that were brought back to the base a couple of days later by a destroyer that had been summoned to the area.

Aviators' tactics for anti-submarine warfare in 1943 were direct, simple and brutal. They involved sighting the submarine, getting to him before he submerged, flying very low directly overhead, and releasing a string of depth charges spaced out about a hundred feet apart. When the Germans figured out what these tactics were, they countered by installing six machine guns in the armored conning towers of their submarines. Their tactics, in turn, were to throw up a cone of bullets through which the plane would have to fly to successfully press home its attack. It was a battle of guts. The encounter almost always resulted in a Pyrrhic Victory. Big Harry, with his 199 holes, gave us our first insight. We finally were sure beyond all reasonable doubt. Majuski and his crew were on patrol one day when he reported on the

radio that he had sighted a submarine and was closing in. After a few tense minutes of silence he reported he had made his attack with good results. Then, just a few seconds later, he reported... "FIRE, FIRE". We never saw that plane again, or the submarine. And there was further evidence... I was flying a real heavy load one day with a double crew. The extra crew was aboard for transportation to an advanced base in British Guinea. We carried a normal bomb load, and full load of gas and, to top it off, about 2000 extra pounds of mail and freight. My orders were to conduct a normal patrol, land at the

advanced base and discharge the extra crew, mail and freight. Under these circumstances I found myself early one afternoon hundreds of miles at sea. One of my sharp-eyed crew spotted an orange dot glistening sharply in the distance against a perfectly blue sea. I headed over to the area, dropped down to fifty feet off the deck and flew over what was unmistakably a United States life raft. We counted four tanned and seemingly quite healthy men aboard. One of the men stood up in the raft as we flew over and clasped his hands over his head in the traditional Anglo-Saxon gesture of victory. We took careful sun sights to fix our position and radioed all the information to base. We got assurance by radio that a destroyer was not many hours away and then we departed the scene after dropping a liberal supply of water and tinned food which we saw the men retrieve. When I returned to the home base a couple of days later I got a big ribbing for rendering aid and comfort to the enemy. The four men had been picked up and they turned out to be Nazis. One was a U-boat skipper and the other three were members of his crew. They had been on the conning tower of a submarine much further south off the coast of Brazil when they were attacked by a plane of one of our sister squadrons. The Nazi skipper said the attacking plane dropped its depth charges and sank the submarine. The sub's machine guns in turn splattered the plane and blew it up overhead. A life raft spilled out of the aircraft and landed at the feet of the Germans as their submarine sank out from under them. From all this evidence our whole squadron knew what to expect. The Germans were shooting back. The whole grim lesson was driven home by a funeral held for twenty-eight of our missing squadron mates, one full fourth of our squadron. The absence of bodies made us feel a sense of loss even more acutely. The sea had claimed them. Maybe it was fitting.

I had a superb crew. Mike Carbonero was the best plane captain a patrol plane commander could ask for. Tom, my co-pilot, was a positive gem -

phlegmatic, personable and a hell of a good aviator. Chief Crosby was a good navigator. The rest of the boys were just as sharp in their specialties. It was the kind of crew a man wanted to be with him when he headed into combat. We flew mostly at night because ours was one of the first squadrons in that area to install and use the new invention called radar.

One particular night we were briefed for a patrol mission. We were to go out northeast of Trinidad toward the Azores, out toward that open ocean stretch where it was presumed the German U-Boat skippers felt secure. The briefing officer carefully pointed out to us the position of convoys and all individual friendly ships, and we carefully noted their positions and plotted their respective courses and speeds on the charts we were to carry in the plane. The gist of the briefing was that after we cleared the immediate vicinity of the base there would be no friendly shipping whatsoever within a couple hundred miles of our assigned area. Thus anything we detected could be presumed to be hostile. It was a beautiful night with an almost completely full moon hanging in the East. The sky was dotted with scattered cumulus clouds drifting as usual with their bases at about 2500 feet and their tops at about 4000 feet. The gentle northeasterly trades were right on the nose as we headed out. We had taken off just before sunset. About five hours after takeoff, there was a sudden shout by Ed, the radar operator. He said he thought he had a target at the extreme range of his scope. In a few minutes, shifting back and forth on the radar scales, he established beyond doubt that there was a radar target about forty miles away and almost dead ahead of us. It had to be an enemy submarine. Tom and I talked briefly and decided how we would come to grips with our target. We would fly north and climb well above the clouds until the target was just about east of us, where it would be silhouetted in the moonlight as we closed in. We would throttle back and glide in so we would minimize the engine roar, and hope that the gentle

trade winds would carry away the tell-tale sound of our engines. We would glide in upwind and down moon until we were almost over the target, dive down and let go. I ordered the crew to battle stations and climbed to 8000 feet. When the target lined up in the reflection path of the moon we turned directly toward it and throttled back to descend at about 500 feet per minute and 160 knots. We checked off arming the weapons, set the intervalometer, opened the bomb bay doors and bridged the electrical circuits. We kept gliding in, watching the blip come closer and closer on our radar scope. The cloud cover had increased so that in the final stages of the descent we caught only occasional glimpses of the ocean surface below. Just as we entered the tops of the clouds we lost the target in the sea return clutter area, right at the center of the radar scope. This was the time! We racked the plane over and dove. The plane was red-lined at 203 knots but I noted 230 and still climbing as we broke out of the lower edge of the clouds and the gray mist stopped streaming by. The first split second observation we had after breaking out was that of many amber colored lights. Tom shouted, "The S.O.B. heard us coming and they're shooting!" We were in a perfect position for attack. My hands were on the yoke and one thumb was on the pickle. I needed only to press that pickle to release a full load of torpex depth charges. Like Tom, I believed those lights were tracer ammunition. But something kept me from releasing those bombs. Instead, Tom and I horsed back on the yoke and pulled the whining plane out. We rolled to the left so that we could look back. And then in a flood of emotion and awe we saw a great Red Cross dramatically illuminated against the vast white side of a sizable ship. The ship had flood light projecting from its deck down and inward to illuminate its sides. She was lighted up like a Christmas tree. We circled her several times and read her name. She was the *GRIPSHOLM*. I found out later she had a load of 1700 refugees aboard her from the European War Zones. We left the

scene, shaken at the crime that had almost been committed, with us as its unwilling agents, and finished our patrol without further event. After landing we went through debriefing procedures noisily and belligerently with the briefing officer and, of course, it was no one's fault at all...just a 'breakdown in communications'. But of such stuff is tragedy born. It all happened five decades ago, but even now when I look at a starry sky and reflect on the order on the universe that keeps planets moving so predictably, peacefully and silently, I wonder what or *Who* stayed my hand that unforgettable night.

\* Ed. Note: *The above article was written thirty years ago by Captain Robert Trauger, USN (Ret), who sent it to Trinidad for the recent reunion of WWII veterans there.*

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## Elderhostel May Be An Enlightening Experience

Ray Butler wrote to tell the membership about a very exciting value he and Marie have discovered. They report that they will visit Bermuda 13-19 September to participate in an academic program offered by Elderhostel. Elderhostel is a nonprofit organization that has been offering low-cost getaways to seniors for almost 20 years. Its schedule includes inexpensive, short term academic programs hosted by educational institutions around the world.

The program the Butlers will attend is at the Bermuda Biological Station for Research. The course of study focuses on the ecosystem of the Coral Reef. There are five other courses offered as well. Ray says that this will be their first such experience and they are very excited about returning to Bermuda for a visit.

Another such program is at The Desert Hot Springs Study Center where, for \$320, you will receive a five-day combination educational and cultural experience with recreational use of the mineral hot springs. The price includes hotel accommodations at the Stardust, meals, and classes. ☺

To get more information about the Elderhostel programs, Write to Elderhostel, 75 Federal Street, Boston MA 02110, or call (617) 426-8056.

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## BERMUDA REVISITED

Jim Redmond wrote that he and Joan went to Bermuda last year and toured the island, including the old Navy base. The barracks were gone but the Officers Club, Chapel, Mess Hall and Gym were still recognizable. A Marine was guarding the gate, so they must still be there.

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## USS Currituck (AV-7)

USS Currituck historian, Len Burbine, called in March to ask if our Association had any archive data that may be related to his history of USS Currituck. We had a very nice conversation which resulted in an exchange of what data was available. His Currituck history is included in the recently published *Mariner/Marlin History* available from Turner Publishing Company. If you have any historical data, pictures or other information you would like to offer, contact Len at P. O. Box 492, Danville CA 94526.

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## ★ VP-45 ★ HISTORY

1958 —

(Continued from Newsletter #11)

...From this point, the history is not officially documented. Several past Skippers and other shipmates have provided what follows, so excerpts from the Change of Command brochures and

will have to do until we can pry the official history from Navy archives.

CDR H. M. "Bull" Durham relieved CDR Thomas in March 1959, and three months later the squadron deployed again to NAS Corpus Christi for NARMID '59. A total of 816 hours of classroom instruction was combined with 1400 hours of flight time for the period. Under CDR Durham a total of 440 flight hours was accomplished while operating with *USS Albemarle* (AV-5) in the Virgin Islands in a 10 day period, flying the Caribbean from Trinidad to Guantanamo. CDR Durham was relieved by CDR E. P. Palm in March 1960. CDR A. S. Lee was next in line from March '61 to March '62, and was then followed by CDR G. R. O'Bryan who commanded until relieved by CDR J. R. Chappell in March 1963. Until the end of 1962, VP-45 took part in every *MERCURY* Space Shot as part of the Bermuda Recovery Unit, indoctrinated NROTC and USNA Midshipmen in Seaplane Aviation, and became part of ASW Task Group DELTA in September 1961 (Mission = ...realize the full potential of ASW aircraft.). At the end of 1962 VP-45 left DELTA to deploy to Guantanamo Bay, Cuba for ASW and shipping surveillance during the Cuban Missile Crisis.

The period under CDR Chappell saw the last of the seaplane flying for VP-45, the earning of the Battle Efficiency 'E' for 1963 and the CNO Safety Award. In September 1963 the Pelicans established detachments at Patuxent River and Jacksonville to commence transition to the P-3. Homeport was changed to NAS Jacksonville on 1 January 1964 under CDR J. D. Collins, who had relieved CDR Chappell in December 1963.

The squadron was operational in the P-3 in May '64 and began a 5 plane detachment to Argentina, Newfoundland until February 1965, while at the same time maintaining detachments to Panama, Azores, Bermuda and NAS Brunswick. One aircraft and crew were lost in Argentia near the end of 1964. The cause was attributable to faulty

generators in icing conditions. The squadron won the COMNAVAIRLANT 'E' Award, the CNO Safety Award for all VP squadrons, and other awards for reenlistment, maintenance, etc. CDR D. M. Hume relieved CDR Collins in December 1964 and kept the reins until relieved by CDR J. H. Chapman in December 1965. In July of 1965, VP-45 became the first Atlantic VP squadron to augment the Pacific Fleet in support of Southeast Asia operations when it deployed to Adak, Alaska under operational control of COMALSEAFRON (Commander Alaskan Sea Frontier - which was disestablished in 1971), and returned to JAX in January 1966. During the next six-month deployment, to Bermuda with six planes, CDR J. W. Townes, Jr. relieved CDR Chapman in November 1966, and the squadron received a Letter of Commendation from CINCLANT and COMASWFORLANT for carrying out ASW operations in the central Atlantic —and became the first squadron to have a P-3 visit Sigonella, Sicily and Northolz, West Germany.

From January to June 1967 the squadron was "at home". Another "first" occurred when VP-45 sent a plane and crew to attend the Joint ASW School in Londonderry, Northern Ireland, and operated detachments in Panama and Ascension Island in the South Atlantic in May. In June 1967 a three plane detachment was sent to Argentina, completing the assignment in December 1967. CDR R. D. Wilbur relieved CDR Towns in November 1967.

(To Be Continued...)



**\* \* IN MEMORIAM \* \***

Mrs. C. M. (Arlene) Cornelius (1992)

Mrs. J. D. (Dottie) Fulghum

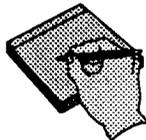
W. H. Saunders, III

Bill died at the age of 66 on August 7, 1993, in Wadesboro NC, when his single-engine plane crashed while he was enroute home from Buffalo NY where he had picked up the M-1 Mustang. He had a 33 year career as a Naval Aviator, and commanded VP-45 from October 1968 to August 1969.

*As reported by Allen McCroskey:*  
William R. Fussell (1965)

Scott Florence (1964)  
and crew

**\* FROM THE EDITOR'S DESK \***



Chuck Caldwell  
1061 Arnold Way  
Alpine CA 91901  
(619)445-5072

**Archive Data  
Is  
Appreciated**

OUR ARCHIVE records are really beginning to be filled with fantastic and "not available anywhere else" records, pictures and artifacts of squadron history. Some, but by no means all, examples are:

① Cruise book from 62-63 and engraved Zippo lighter with emblem donated to the archives by Allen McCroskey.

② Gordon Jones donated several rosters from the '53-'55 years.

③ Floyd Watkins donated rosters from '55-'56.

④ Special thanks to Al Lee, who sent 1.75 pounds of archive data, including rosters from the '60-'61 years and other very interesting historical papers.

⑤ J. Phil Pattie sent in newspaper clippings of the P5M crash in Bermuda in 1959 and a newspaper picture of the 20 seaplanes on HURRIVAC to the St. Johns River seadrome in '60.

⑥ Will Moore sent in copies of the messages broadcast to the fleet at Pearl Harbor announcing the attack on 7 December 1941, and the capture of Mt. Surabachi by the Marines. (If you'd like a copy, let the Ed. know.)

⑦ George Rubeck sent several nice pictures for the archives.

⑧ It's not too early to consider chartering a plane for a group to the reunion.

\*\*\*\*\*

Correction to NL #11: Where O. O. Bean appears on page 2 and 5, please change to O. O. Dean. The Editor regrets the error.

\*\*\*\*\*

**Bylaws and Minutes of the  
Reunion Meeting**

A condensed version of the Minutes of the Association meeting held at the October 1993, reunion in Jacksonville was enclosed with the last newsletter. The Association Bylaws, which were approved by the members attending the reunion, were also included. Please contact the Secretary or the President if you would like a copy.

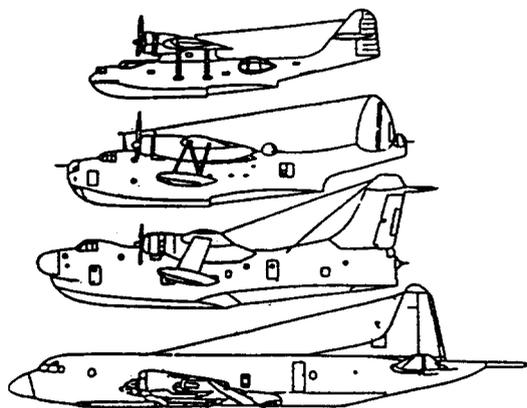
\*\*\*\*\*

**50th Anniversary Mugs**

Will Moore has received some inquiries about the availability of the

coffee mugs given to reunion attendees. He has contacted Bill's Mug Shop and will be able to place an order for more mugs *if* he gets 15 orders. If you would like to place an order for a mug, please contact Will at 2902 Remington Street, Jacksonville FL 32205-7529 and enclose your check made out to Bill's for \$19 (\$17 for the cup, \$2 for shipping). When he gets 15 requests, he'll place an order. If he doesn't get enough requests, he'll return your check. You can't get better service! The cups are large, white, have a VP-45 logo surrounded by the locations the squadron (VP-205 > VP-45) has been stationed over the past 50 years, and is a very nice souvenir.

## PELICAN TALES



① **You Were Born Before '45 If...**  
IF YOU were born before '45, just think about all the changes that you've seen during your lifetime.

You were born before television, before penicillin, before polio shots, frozen food, Xerox, contact lens, frisbees or hula hoops, expressways, CD's and microwaves.

You were born before radar, credit cards, split atoms, laser beams, and ballpoint pens. You were before panty hose, dishwashers, clothes dryers, electric blankets, air-conditioning, dripdry clothes and before man walked on the moon.

You got married first and then lived together. Closets were for clothes, not "coming out of". Bunnies were small rabbits, and rabbits were not Volkswagens. Pizza, McDonald's and instant coffee were still unheard-of.

Fast food was what you ate during Lent, and having a "meaningful relationship" meant getting along with your cousins.

You were before "house husbands", computer dating, dual careers and commuter marriages. You were before day-care centers, group therapy and retirement communities.

Before '45... You never heard of FM or UHF radios, tape decks, electric typewriters, artificial hearts, word processors, yogurt, VCR's and guys wearing earrings.

"Time-sharing" meant togetherness and had nothing at all to do with computers or condominiums. A "chip" meant a piece of wood; hardware meant hardware and software wasn't even a word.

You hit the scene when five-and-ten stores sold things for 5¢ and 10¢. For a nickel you could buy five suckers, a pack of gum or an ice cream cone, ride a streetcar or buy enough stamps to mail one letter and two postcards.

You could buy a new Chevy coupe for \$600, but who could afford one? A pity, too, because gasoline back then was only 11¢ a gallon.

In your day, cigarette smoking was fashionable. Grass was something that was mowed. Coke was a cold drink, pot was what you cooked in, and rock music was a grandma's lullaby.

No wonder there is such a generation gap today. But, overall, those years before '45 were pretty good times, weren't they? — *From Reminisce Magazine*

\*\*\*\*\*

## IT WAS A DARK AND STORMY NIGHT!

② Bill Morrison says the following story is actually John Chappell's, but... 'During the late 40's, we were JG's and PPC's of PBM's in VP-49 at NorVa. We were on a training mission (tender based) at NAS GITMO, Cuba. We were scheduled to take-off around midnight to return to NorVa. John was PPC of 2 Boat and was first to take-off. I had 6 Boat with Air Force Capt. Chuck Eisman as co-pilot. Came the time, we manned aircraft, turned on the APU's and prearranged VHF channels. All breathlessly awaited John's word - - if he made it - - because the take-off was, at best, *ROUGH* !! Strong cross-channel, strong cross-wind. FINALLY!!!! John came on the air and described the take-off conditions accurately and perfectly — but not very acceptable R/T...but the four words were perfect. Our time came and I remember the take-off very well. I used full Military Power on one engine and was at idle with the other 'till we were on the step. The wrestling match in the cockpit continued until we were airborne.

"The last time I saw John was in Bermuda during the late '70's. I had already retired, had the whole family along on holiday when we visited with John, briefly."

*Ed. Note: I suspect Bill could have also mentioned the aileron full into the max-power engine, full opposite rudder with both feet, nothing ahead but black and wondering if a wave would bounce the bird into the air before it was ready to fly...or worse yet, dig a wing float too far into the water.*

\*\*\*\*\*

## LAST WILL AND TESTAMENT

Or

## You've Got It !!!

③ John M. (Jack) Elliott, who was in VPB-94 when it was relieved in Belem, Brazil by VP-45 (PBY) sent a copy of the *Last Will and Testament of Patrolle Squadron Nenity-Four*, which is dated May 1944. He reports that he was

going through some of his VP-94 related correspondence and thought our archives might be enriched by having a copy of the will. It is four pages long and, if anyone would like a personal copy, drop the Editor a line.

\*\*\*\*\*

## A WETTING DOWN PARTY



Elvin Price tells of the time, while sitting in the buoy patch in JAX, one of the crewmen made Chief. "We threw him out of the after hatch. However we then thought he was going to drown...till he stood up and we all felt a great relief!"



\*\*\*\*\*

BUC Share is a P. 3 Publication



The Chilean navy took delivery of its first UP-3A Orion on March 3, 1993, at Tucson, Ariz. The aircraft (BuNo 151354) was the first of eight ex-Navy UP-3As being acquired by Chile for its Patrol Squadron 1, which will use them in search and rescue, coastal patrol, fisheries patrol, and drug interdiction missions. The first aircraft, being refurbished after desert storage at Davis-Monthan AFB, Tucson, by Western International Aviation, Inc., was flown to the naval air base at Vina del Mar, 60 kilometers outside of Santiago, Chile, in time for the celebration of the 70th anniversary of the Chilean navy.

Mort Eckhouse sent the picture of the P3 being accepted by the Chilean Navy. "Old BuNo 151354" was assigned to his crew, LN 8, in January 1964 when the squadron transitioned to the P3. Mort's logbook shows the acceptance test flight on 9 February. During his tour, he logged 694 hours in that plane alone, and he reports it is great to see she's still flying.

Mort also volunteered to copy the several hundred pages of squadron history, all on microfiche, we obtained from the Navy Historical Society recently. The available data includes the recorded history of the VP-45 of 1943-

45, and VP-205 through the current VP-45. Some of the pages are not of good copy quality, but we have been able to add considerably to our historical archives with the new information. That's a big job, and a big Thank You goes to Mort.

## Want to locate:

Our next reunion is only a year away — not much time left to notify squadron mates you know but who aren't on our roster. If you know someone who fits this description please let the Secretary know, or get them to contact him, and a roster and newsletter will be sent to them along with an invitation to join the Association.

## \* TREASURER'S REPORT \*



K. J. Cory  
1845 Hallmark Drive  
Pensacola FL 32503  
(904)434-1259

<u>Beginning Balance</u>	
1 February 1993	\$6091.93
<u>Expenses</u>	
Newsletter #11 print/postage	\$985.61
Two Annual Scholarships	100.00
	<u>1085.61</u>
<u>Sub total</u>	<u>5006.32</u>
<u>Income</u>	
Dues	441.00
Misc.	35.00
	<u>476.00</u>
<u>Ending Balance</u>	
1 October 1993	<u>\$5482.32</u>

\*NOTE: All members are asked to use the enclosed envelope addressed to the Treasurer to send their 1994 dues (\$10 per year from 1 November to 31 October). Please do not delay. If your mail label has an asterisk, you have not paid your 1994

dues. All inquiries regarding dues should be addressed to the Treasurer.



## PELICANS IN ACTION

from the  
Skipper's Office . . .

Increased tensions world-wide require all military forces to be flexible and equipped to react to any crisis that threatens our national interests. The situation in Bosnia remains tragic and unpredictable, ground skirmishes continue to tear at the very fabric holding Somalia together, and Iraq remains an imposing threat to its neighbors and the world. September 1993 finds VP-45 ready to begin its second consecutive deployment to Keflavik, Iceland, and ready to take its post as America's first line of defense in the Atlantic.

Since the change of command in April, VP-45 has continued a torrid training pace, qualifying numerous personnel to replace their more senior predecessors that have moved on to other commands. Our unparalleled training standards make me confident that we have the very best and brightest young leaders in the fleet. The Pelican air crews that will be patrolling the world's oceans have been certified by Patrol Wing ELEVEN, have proven their skills in exercises at home and abroad, and have gained the experience necessary to conquer the many challenges of a Keflavik winter.

The squadron flew over 1900 hours from April 1993 to September 1993. In addition to dedicated training flights, VP-45 was assigned as the "Ready Squadron" for the months of April and June. As the Ready Squadron a "Ready Crew" is on 24 hour alert, waiting to

launch on short notice and respond quickly to any assigned tasking.

May 1993 proved to be one of the busiest months of our home cycle. Four combat air crews and accompanying maintenance personnel detached to the Mediterranean for five weeks in support of United Nations efforts in Bosnia. Based out of Rota, Spain, and Sigonella, Sicily, Pelican P-3's were in the air almost around the clock patrolling the Aegean Sea and conducting coordinated operations with both American and European surface units. An additional air crew was detached to Jeddah, Saudi Arabia, to conduct surface surveillance in the Red Sea. Pelican professionalism contributed to a remarkable mission completion rate and enviable success. Three more air crews returned to Sigonella in July, gaining invaluable experience while maintaining our high standards and top performance.

August culminated nine months of training preparation in two major pre-deployment evaluations administered by Patrol Wing ELEVEN, the Mining Readiness Certification Inspection (MRCI) and the Operational Readiness Evaluation (ORE). The MRCI, which tested our mining capabilities, training and tactics, consisted of both weapon loading events and mine delivery flights. Words like *flawless*, *effortless*, and *unsurpassed* were only a few of the words used by evaluators to describe the squadron's superior performance on the MRCI.

The ORE, through a series of written examinations and graded flight evolutions, judged the squadron's readiness for deployment to Keflavik. Pelican air crews shattered scoring records during ten flights that simulated actual deployment and wartime scenarios. With deliberate purpose and extraordinary employment of standard tactics, VP-45 conducted simulated anti-submarine and anti-surface warfare, proving their flexibility, focus and dependability in any circumstance.

After such an exciting and successful home cycle, VP-45 carries substantial momentum into the fall deployment. More challenges await us in the difficult

months ahead, but I have the utmost confidence in the abilities and judgment of our dedicated and highly spirited personnel. It is the legacy of VP-45 to continue to maintain the high standards of pride, professionalism and performance set by insightful and inspiring Pelicans that have served in the past. We travel to Keflavik as superbly trained, motivated warriors, carrying with us the tradition of excellence.

R. W. Elliott  
CDR USN  
Commanding Officer

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### In The Next Issue

1. VP-45 History—continued.
2. Las Vegas Reunion Information.
3. Dues will be past due!

## LAS VEGAS

WHAT YOU ALWAYS WANTED  
TO KNOW BUT WERE AFRAID  
TO ASK . . .

◆ Las Vegas (the name means *The Meadows*) is about 200 miles NE of Los Angeles on I-15.

◆ No one knows how many slot machines are operable, but in April '93 there were 99,693 registered. Most casinos have nickel machines, and all have quarter and dollar slots. They also have 3 wheelers to 9 wheelers; from single to multiple play lines; from fixed jackpots to progressives; and from straightforward to line-up-the-cherries to video poker. On some slots you don't even have to pull a handle—just push a button.

◆ Las Vegas boasts 37 wedding chapels (with prices from \$40 to \$60 + license of \$35),

◆ 18 championship golf courses (24 in all),

◆ 200 tennis facilities and . . .

◆ 4 indoor, air-conditioned shopping malls.

◆ The population of Las Vegas (7/92) was over 320,500, which was 23% of Nevada's total.

◆ Nevada means *Snowcapped* in Spanish.

◆ Las Vegas is in Clark County. In 1992 the taxable gross revenue in Clark County was \$4.23 billion, or almost 75% of the total state taxable revenue.

◆ Gambling has been legal in Nevada since 1931.

◆ Are we going to have a good time there?

**Think—REUNION!**

**October 1994**

**AND PLEASE  
REMEMBER TO  
REMIT YOUR DUES  
NOW!**



**Fair Skies . . .**

**Chuck**